



June 2003

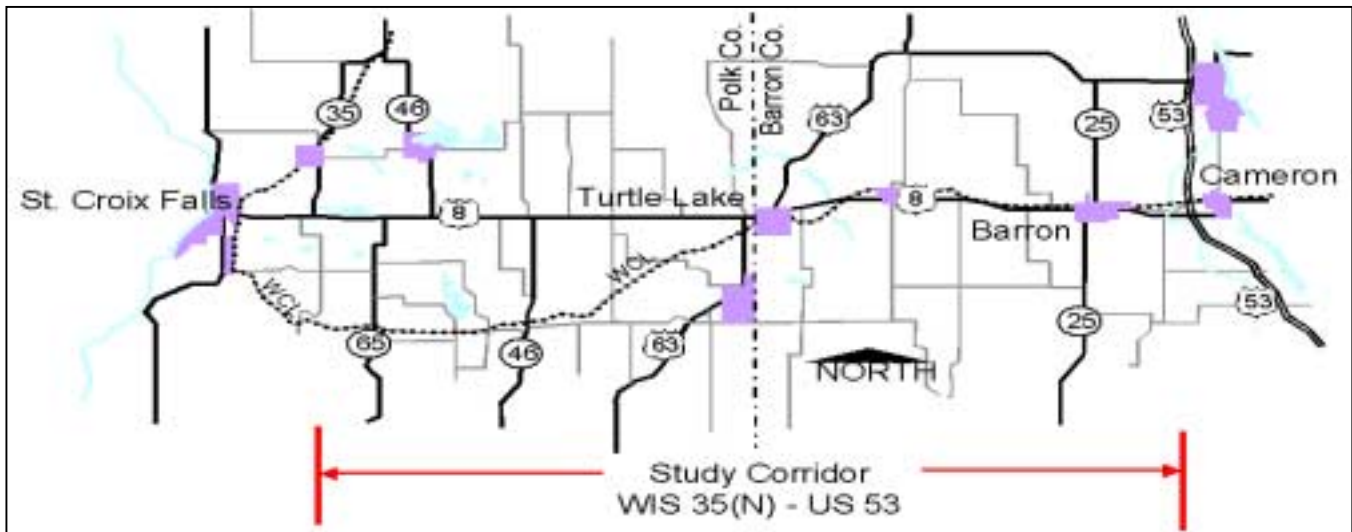
Fact Sheet

US 8 Alternatives



Introduction

As of June 2003, the US 8 Environmental Impact Statement (EIS) is more than half way through the study process and we are completing refinement of alternatives. The study team received important public input from the February 2003 Public Information Meeting and thanks you for your participation. Your comments were considered as the alternatives were refined. This Fact Sheet provides a summary of the corridor needs, refined alternatives, and the study schedule.



Project Purpose and Need - The purpose and need of this project is established through:

- Long-Term Corridor Preservation - US 8 is classified as a Corridors 2020 connector route in Wisconsin's State Highway Plan, making traffic movement, safety, and long-term corridor preservation high priorities.
- Traffic Capacity - US 8 is approaching capacity. It is estimated that traffic will reach 8,200 vehicles per day in 2 -3 years. Capacity improvements, including additional travel lanes, are considered when volumes reach 8,200 vehicles per day. Without improvements, US 8 will operate with unacceptable congestion for this type of highway: by 2030 US 8 will operate at Level of Service D or E (in the range of A to F with F being gridlock at peak travel times).
- Roadway Deficiencies - The US 8 corridor has areas with inadequate stopping sight distance and geometric deficiencies.
- Safety - Barron and Turtle Lake urban areas have higher than statewide average crash rates.

Turtle Lake - Alternatives

Alternative 1 South Bypass - 15th St to 3rd St

- 4-lane freeway, 6.4 miles
- 6 relocations, 18 ac. wetland, 381 ac. farm

Alternative 2 South Bypass - 15th St to 4th St

- 4-lane freeway, 7.9 miles
- 6 relocations, 23 ac. wetland, 320 ac. farm
- Same route as Alternative 1, except it extends to connect with existing US 8 at 4th St

Alternative 3 North Bypass - 15th St to Poplar

- 4-lane freeway, 4.4 miles
- 6 relocations, 23 ac. wetland, 155 ac. farm

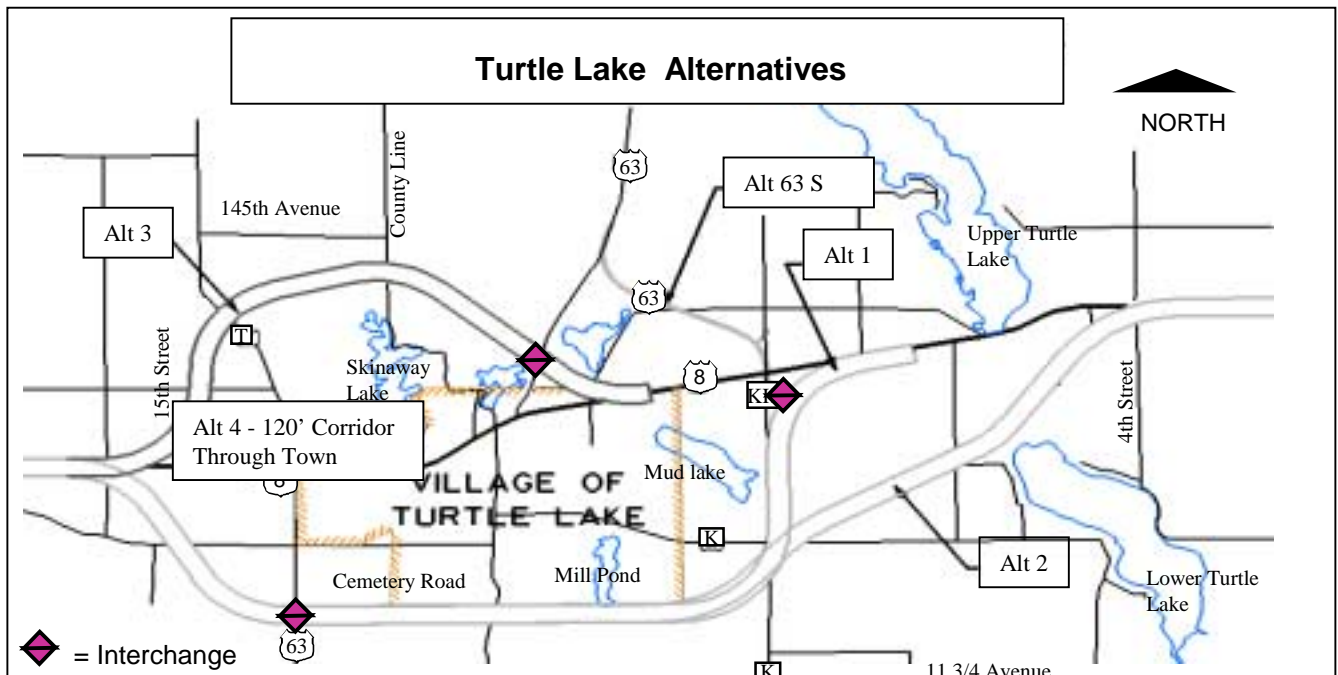
Alternative 4 Through Town - 120' Corridor

- 4-lane divided urban roadway, 2.7 miles
- 30' raised median, left turn lanes at key intersections, 45 mph posted speed
- Driveway and side-street access restricted
- Traffic Signal at Casino Entrance
- 0 relocations, no wetlands or farm impacts

No Build The "Do Nothing" Alternative

- No improvements
- US 8 remains the same

Turtle Lake Through-Town Alternative



Barron - Alternatives

Alternative A South Bypass - CTH T to 17th St

- 4-lane freeway, 5.4 miles
- 16 relocations, 12 ac. wetland, 276 ac. farm

Alternative B South Bypass - 11th St to 17th St

- 4-lane freeway, 7.9 miles
- 8 relocations, 17 ac. wetland, 371 ac. farm, 1 historic site, 1 arch site

Alternative C North Bypass - 12th St to CTH O

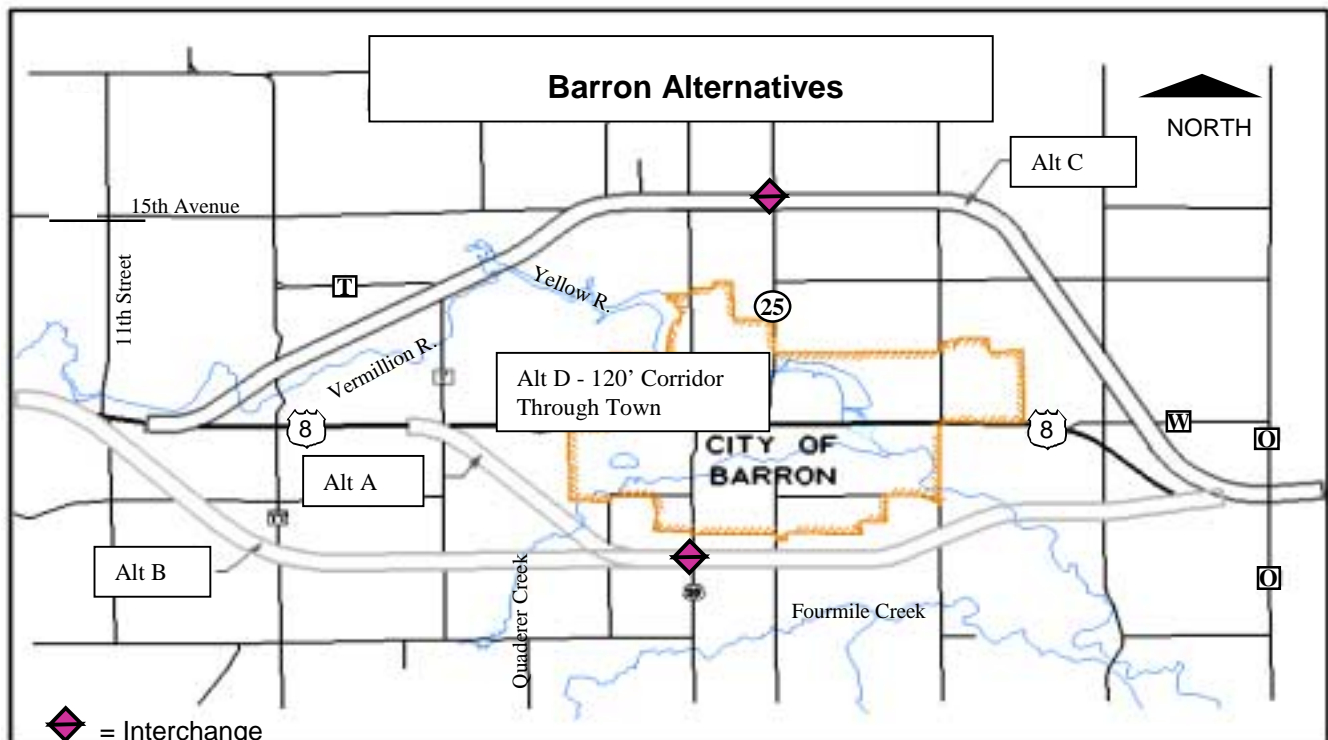
- 4-lane freeway, 9.1 miles
- 5 relocations, 17 ac. wetland, 528 ac. Farm

Alternative D Through Town - 120' Corridor

- 4-lane divided urban roadway
- 30' raised median, left turn lanes at key intersections, 45 mph posted speed
- Driveway and side-street access restricted
- Traffic signal at WIS 25 N
- Approx. 32 relocations, 1 ac. wetland, 2 historic sites, 1 arch site

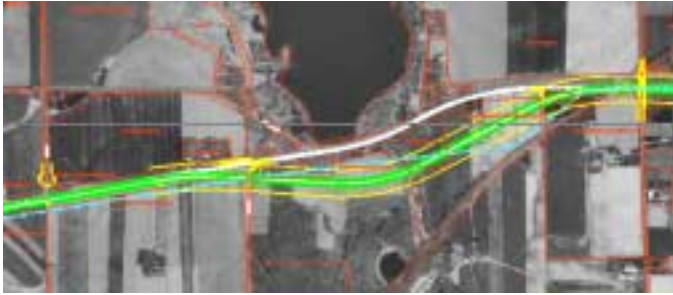
No Build The "Do Nothing" Alternative

- No improvements
- US 8 remains the same

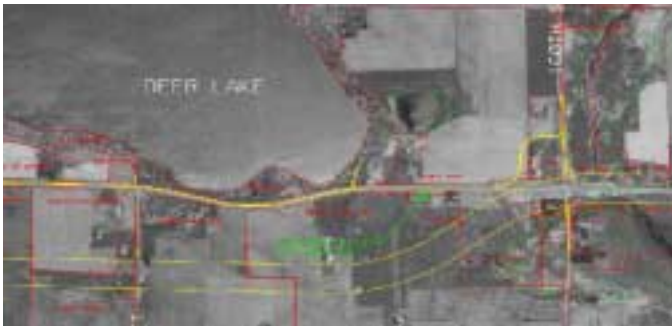




Rural US 8 Alternative



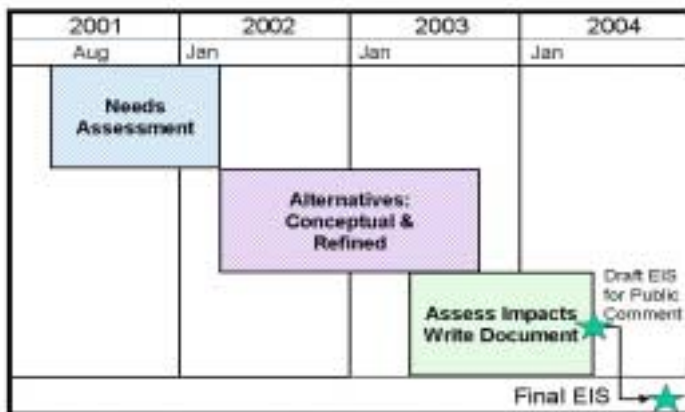
Rural US 8 Refinements



Rural US 8 Alternative Features

- 4-lane expressway with limited access
- 55-65 mph posted speed
- Interchanges at WIS 35 N & WIS 46 S
- Follows existing corridor and uses existing lanes as westbound roadway
- Alignment shifts south of existing road near Deer Lake and between Upper and Lower Turtle Lake. Existing US 8 will become a frontage road in these locations

Study Schedule



Fall 2001 - Winter 2002-2003 Data gathering, focus groups, Public Information Meeting, visioning workshops, preliminary engineering, preliminary alternatives outlined, Public Information Meeting held on February 20, 2003.

Spring 2003 - Final range of alternatives outlined

April 2004 - Draft Environmental Impact Statement (DEIS) distribution

Summer 2004 - Public hearing

Late summer - fall 2004 - Selection of recommended preferred alternative

December 2004 - Final Environmental Impact Statement (FEIS) distribution

Project Contacts:

Project Website Address is www.dot.wisconsin.gov/projects/d8/eis/index.htm

Wisconsin Department of Transportation
Dena Grumdahl, Project Manager
Phone: (715) 395-3030
E-mail: dena.grumdahl@dot.state.wi.us

Strand Associates, Inc.
Joan Petersen, P.E.,
Phone: (866) 300-5446 (toll free)
E-mail: joan.petersen@strand.com